

VOL LXIII. NO 19 PRICE THREE CENTS.

## ALL QUIET AT MIDNIGHT

DURING THE DAY THE STRIKERS  
MADE THINGS LIVELY.

The President of One Road Says That Cars Will Run if the Entire Line of the Company is to be Lined With Soldiers—A Woman Shot in a Riot—One Man Sent to the Penitentiary for Fifty Days.

Brooklyn, Jan. 21.—Thomas Horan was arrested on Hamilton avenue this afternoon for jumping on a car to persuade the conductor to get off. Horan was arrested and taken to the police court, where he was sentenced to fifty days in the penitentiary for disorderly conduct. The grand jury of Kings county has become interested in the strike, and to-day summoned a number of witnesses to get testimony about the trolley lines.

A car on the Fulton avenue line was up by 500 people at the corner of Rockaway avenue shortly after noon. The motorman and conductor fled. It is said that the policemen stationed on the car did not interfere with the crowd. The car was thrown off the tracks and an attempt to overturn it was made. The police rushed from all directions and dispersed the mob. The line was blocked until the company sent out a gang of men to put the car on the tracks.

It is reported that the linemen on all the affected roads are about to strike. A strike of linemen would be a severe blow to the railroads, as double the usual force is required to keep the wires in repair.

Patrolman George Kelley was suspended by Commissioner Welles to-day for refusing to execute orders. He had been assigned to a Fulton street car. He made one trip and then refused to go out again, saying that he was tired of such work. Two companies of the Twenty-third Infantry arrived at the power house of the Second avenue line, corner of Second avenue and Fifty-second street, this afternoon, and it was announced that the line would be opened. Linemen were sent out to repair breaks in the wires, but the cars were not run this afternoon.

A woman was run over and injured on the Summer avenue line by an inexperienced motorman this afternoon.

Police Officers Collins and Degan were accidentally shot, it is supposed, by Seventh regiment men, at Gates and Struven avenue this evening. Their wounds are not serious. Elmer P. Van Dyke, a member of the Twelfth regiment, fell from the roof of an armory this evening and sustained a compound fracture of the skull.

Policemen Shackleton, Coolson and Burke were seriously injured by stones thrown from the roofs of houses this evening. Shackleton's skull was fractured.

The first Broadway car was sent out at 4 p. m. The police took care that it was not interfered with. Five others followed it when the officials of the road saw that there was no interference. The Gates avenue line, which has been tied up for a week, was opened by the sending out of a car at 5 p. m.

President Lewis of the Brooklyn Heights company stated late this afternoon that about 145 cars were running, an increase of thirty-five over yesterday.

The total number of cars usually operated by the President Lewis system is 1,140.

President Norton of the Atlantic avenue system stated to-night that he had operated sixty-three cars. President Walker of the Brooklyn, Queens county and suburban system had eighteen cars running on the Summer avenue line and six on the Broadway line. In all about 220 cars were moved in the city to-day.

The number in operation before the strike was 1,800.

Among the callers at the city hall to-day was General Robert Avery, who lost a leg at Lookout Mountain, and who is prominent in G. A. R. circles. The general, with suppressed indignation, said he desired to ask the mayor whether the people were to be armed or whether they were to have protection. He deplored a situation which held the rights of 400,000 people who were accustomed to ride on the cars of this city daily, as nothing against the demands of 5,000 strikers. He held the police commissioner, whom he regarded as lacking stamina and being incompetent for his position. "The police of Brooklyn," said he, "are either incompetent to handle the situation, or they are cowardly or they are in sympathy with the strikers."

"The other day a car containing 15 policemen was attacked by the mob, who dragged the motorman to the street and brutally beat him. Behind the car was a police wagon with twelve men. Yet with these twenty-seven officers present not one arrest was made. An administration which cannot meet a situation like this is not a competent administration." General Avery did not see the mayor.

The common council took a hand in the trouble this afternoon. They have been asked to pass resolutions calling on the companies holding franchises for the operation of the surface lines to observe the conditions of their charters and furnish the public with transportation and accommodation forthwith, or tell the public the reason why. The councilmen began a hearing on the subject at 2 p. m. Alderman Foyle introduced a resolution calling upon the legislature to amend the charter of the company so as to increase the license fee of \$20 per car to \$100 per car.

Alderman Cohn introduced a resolution calling attention to the railroad tie-up, the inconvenience to the public, the bad effect on business and conse-

quent damage to citizens. The resolution blames the railroad officials for this state of affairs, attributing it to their stubbornness, and asks the board to express disapproval of the attitude and conduct of the railroad companies, and also calls for the examinations of men who are to act as motormen. It requests that a license board of three persons be appointed to examine candidates for motormen, the board to consist of two members of the common council and one man to be appointed by the mayor. It also requests the legislature to take up the question of licenses.

Alderman Gilfoyle presented a petition signed by sixty petitioners charging the Brooklyn Heights Railroad company, the Atlantic avenue system and the Queens County and Suburban company with a failure to operate their lines for seven days and requesting that during the time a large portion of the police force of the city had been employed to protect the interests of said companies, thereby leaving portions of the city without adequate protection upon the pretence of such companies that all of their lines would be run as usual if protection were afforded, that after a large force of militia had been ordered out under the same pretence, the heavy expense of which that must be borne, said companies had failed to keep their promises, and that the conceded cause of this paralysis of trouble was simply a question between said companies and their old employees as to wages and time, which could not be solved by the companies but by the arbitration of the public. The petitioners asked the aldermen to take such measures as would immediately compel said companies to operate the usual number of cars or else request the attorney general to commence proceedings for the annulment of their charters.

The following was adopted: Resolved, That the communication just read be approved by this common council and that the city be directed to transmit a copy to the attorney general of the state with a request from the board that immediate action be taken thereon.

About 8 p. m. the police were called in and the militia took charge of the various car houses and property of the traction companies. At the Halsey street stables companies C, F and K, Seventh New York, were stationed. Captain Palmer placed twenty picked men, sharpshooters, at Howard avenue and Halsey street, where a crowd of about 200 jeered them and threw stones and other missiles. At about 10 o'clock the men fired a volley, presumably into the air. About twenty shots were fired, but so far as can be learned no one was hurt. The mob quickly dispersed. On Broadway and Halsey street, just previous to the firing at the other end of the block, a mob of about 2,000 persons congregated. A number of the Seventh regiment were sent to the scene, where they were charged, after having been stoned from the housetops. The mob fled in all directions. It slowly congregated again, but was much quieter.

All the muskets of the members of the Seventh regiment stationed at the Halsey street stables to-night were loaded with ball and cartridge, and the men seemed determined.

A car on the Fifth avenue line this afternoon was surrounded by a mob. A detachment of the Thirtieth regiment, under Major Cochrane, charged the mob with fixed bayonets, and the crowd scattered. August Brown received a bayonet wound in the hip.

At 10 o'clock to-night a guard of Company I, Twenty-third regiment, at Fifty-eighth street and Third avenue, fired a shot at a striker who threw a stone through a window of a house in which a squad of soldiers was stationed. No one was hit.

Rain and fog prevailed all day and the troops had a most disagreeable time of it, apart from the various disturbances which gave them trouble. All cars were stopped shortly after dark, instead of being run until midnight, as planned.

Late to-night President Lewis said: "We will have from fifty to seventy-five new men at work to-morrow. We will open the Gates avenue road if it is necessary to line the road on both sides with troops. Another important line will also be opened. Altogether I expect to have 200 cars running to-morrow. I was waited on by several committees during the day who desired to compromise matters, and I told them it was too late."

At midnight everything is quiet.

## The Stony Creek Post Office Scandal.

Stony Creek, Jan. 21.—The investigation into the post office scandal here by a detachment of inspectors has ended. The official who conducted the examination of the parties interested, has returned to Washington. He will furnish Postmaster General Russell with a report of the matter. Congressman Pigott is conducting a side investigation under his own direction.

## Declines the Call.

Waterbury, Jan. 21.—The Rev. J. A. Davenport, pastor of the First Congregational church of this city, and formerly of the Park Congregational church of Bridgeport, has declined a call from the First Congregational church of Pasadena, Cal., which is one of the largest churches on the Pacific slope.

## Anti-Toxine.

Bridgeport, Jan. 21.—The patients suffering from diphtheria in this city, who have been treated with anti-toxine, are improving in their condition, and their recovery is now confidently expected.

One of the patients, named George Young, five years of age, who was treated with a supply secured from Germany, by Dr. Lynch of this city, has almost recovered.

## He Killed Himself.

Newburyport, Mass., Jan. 21.—A tragedy occurred to-night on Abnam street. Thomas A. Hervey, a shoemaker, killed himself after a probably unsuccessful attempt to kill Emma Ellery, a nineteen-year-old girl, with whom he was infatuated.

## ALL WIRES ARE STRUNG.

ELECTRIC CARS WILL RUN OVER  
BRIDGE STREET CROSSING.

Consolidated Railroad Company Enjoined From Interfering—Injunction Granted by Judge Hotchkiss—Workmen Immediately Strung the Wires.

Late yesterday afternoon Judge Hotchkiss of the common pleas court issued an injunction restraining the New York, New Haven and Hartford Railroad company from interfering with the laying of tracks and stringing of electric wires across the Bridge street crossing of the Consolidated road in this city. The injunction was prayed for by Ailing, Webb & Morehouse, as counsel for the New Haven Street Railroad company.

Shortly before 6 o'clock Judge Hotchkiss granted the temporary injunction and the papers in the case were immediately served on the New York, New Haven and Hartford Railroad company. Vice President Hall of the New York, New Haven and Hartford Railroad company, at the offices of the company.

The service was a complete surprise to the officials of the road, as they did not anticipate any such movement. When the Consolidated Railroad company last Saturday secured the injunction restraining the Fair Haven and Westville Railroad company from stringing its wires, etc., across the Bridge street crossing, they overlooked the fact that the general assembly has also given the New Haven and Morris Cove Railroad company like permission, and therefore the latter company was not included in the injunction proceedings. Yesterday the New Haven Street Railroad company, which purchased the franchise of the New Haven and Morris Cove Railroad company, took time by the forelock and prayed out the injunction which restrains the railroad company from interfering with them in any way whatever.

After hearing the statements of the case Judge Hotchkiss granted a temporary injunction restraining and preventing the New York, New Haven and Hartford Railroad company from obstructing, molesting or in any way hindering the New Haven Street Railroad company from constructing its overhead electrical equipment and from in any way interfering with the tracks of the plaintiff, the railroad bed, the overhead electrical construction or the operation of said street railroad at said Bridge street crossing.

By the writ the New York, New Haven and Hartford Railroad company is summoned to appear before the superior court to be held in this city on the first Tuesday in March and then and there to answer to the New Haven Street Railroad company in a civil action.

The complaint states that the New Haven Street Railroad company has purchased all the property, rights and franchises of the New Haven and Morris Cove Railroad company, and then goes on "By virtue of said charter and franchises the plaintiff now operates a steel railway running from Morris Cove to Bridge street, and by virtue of the resolution of the general assembly found in the special acts of 1893, page 1,079, the Fair Haven and Westville Railroad company not having proceeded with reasonable dispatch to equip (throughout electrically its line of street railway from Tomlinson bridge over and across the tracks of the Consolidated Railroad company on Bridge street to either Water or State streets, the plaintiff is authorized at once to construct overhead electrical equipment on the line of said street railway of the Fair Haven and Westville Railroad company through Bridge street and across the tracks of the defendant company and to use such tracks through Bridge street for the purpose of operating its cars by electricity over the same.

It is further stated that as the Fair Haven and Westville Railroad company has not commenced the work through Bridge street with proper dispatch, by the provision of the resolution of the general assembly, the right to string wires, lay tracks and operate cars by electricity across the Bridge street crossing is given to the Morris Cove Railroad company and that the New Haven Street Railroad company, which has absorbed all the rights, franchises, etc., of the Morris Cove Railroad company intends to immediately commence to operate its cars by electricity over said line of street railway through Bridge street.

The temporary injunction granted by Judge Hotchkiss restrains the New York, New Haven and Hartford Railroad company until the first Tuesday in March unless previously dissolved.

## ALL WIRES ARE STRUNG.

Immediately after the injunction had been granted by Judge Hotchkiss about twenty workmen carrying coils of wire, etc., were dispatched to the Bridge street crossing and within a few minutes the work of stringing the wires had been commenced. The poles are already planted and the tracks laid. The tall tower wagon was also upon the scene and the work of stringing the wires across the Consolidated tracks progressed with rapidity.

When several of the wires had been strung it was ascertained that the watery gates at the crossing could not be operated. Word was at once sent to W. B. Stoddard of the law firm of Bristol, Stoddard & Bristol, counsel for the Consolidated Railroad company and he sent back the advice, so it was said, "to cut the wires." The street railroad company suggested to the Consolidated Railroad company's employees to cut off the top of the gates, but this advice was not acted upon and the gates remained open throughout the evening, the approach of trains being made known to pedestrians and drivers by men stationed on both sides of the track.

In the meantime the thirty workmen were rapidly stringing the wires and at midnight the work was entirely completed. Throughout the evening the Consolidated railroad ran cars and switch engines over the tracks almost incessantly, but even this did not phase the men engaged in stringing the wires and the work was completed without any serious hitch or conflict between the employees of the two companies.

It was stated last evening that a petition had been circulated and numerous signed in this city against the grade crossing bill, which will come up before the legislature to-day, but it was impossible to ascertain the names of any of the signers.

## JUDGE WHEELER RESERVES DECISION.

At Bridgeport yesterday afternoon Judge G. W. Wheeler listened to arguments on the motion to dissolve the temporary injunction restraining the Fair Haven and Westville Railroad company from stringing its wires over the Bridge street crossing. The hearing took place at 3:30 o'clock. The arguments were made by Attorneys George D. Watrous and James D. Dwell, Jr., representing the Fair Haven and Westville company and ex-Attorney W. B. Stoddard of Bristol, Stoddard and Bristol, representing the Consolidated Railroad company. Judge Wheeler reserved his decision.

## AMONG THOSE PRESENT.

Among those present at the hearing were President Parmelee of the Fair Haven and Westville company, Electrical Engineer Daniels of the same company, Civil Engineer A. B. Hill and William E. Barnett, executive secretary of the New York, New Haven and Hartford Railroad company.

Bridgeport, Jan. 21.—Judge Curtis of the common pleas court in this city to-day issued an injunction restraining the Consolidated railroad from crossing the tracks of the South Norwalk Tramway company at Wilson's Point in that town. This is the second injunction for this same vicinity granted within a week against the same defendant.

## A SINGULAR ACCIDENT

On the Canal Railroad Near the Congamond Lakes.

Springfield, Mass., Jan. 21.—One of the most singular accidents which has taken place in the history of the Consolidated road and one which seldom happens in railroading, took place Saturday evening on the Northampton division of the New York, New Haven and Hartford road, about a mile below the Southwick station, at Congamond lake. The passenger train, which is due in Westfield at 8:01 p. m., and which was twenty-five minutes late was moving at a rate of speed not less than thirty miles an hour, when one of the drive wheels of the engine broke off, and rolled into the ditch. Luckily the engine was not thrown from the track, and no one was injured by the sudden stopping of the train. Some little excitement was caused at the local station, as the train did not come in when due, and no word was received. It was nearly 10 o'clock before word was received that it was stalled at Southwick. The place where the train was brought to a stop is a long distance below the Southwick station, and the much delayed train, by the time it was consumed in getting the train back to its home to the depot. The freight traffic was delayed until after midnight. An engine from Westfield pulled the stranded train in about 11:30.

## Young Woman Fined for Arson.

Newtown, Jan. 21.—Kate Hurley, the twenty-three year old girl who is charged with setting fire to a woodshed on the property of E. S. Lovell here, was on trial in this town this afternoon. The owner of the burned building testified this afternoon, and at 5 o'clock the court adjourned the proceedings until to-morrow morning.

## CARLISLE WAS PRESENT.

He Added Interest to the Proceedings of the Committee.

Washington, Jan. 21.—Much interest was imparted to the session of the house committee on appropriations to-day by the presence of Secretary Carlisle.

Since 1888 the sundry civil appropriation bill has contained a section providing for the issue of notes in the place of those cancelled. The provision requires the secretary of the treasury to issue, in place of the notes destroyed, others of exactly of the same denominations.

Secretary Carlisle to-day appeared before the house appropriation committee and protested against this requirement, which he characterized as a hindrance to the treasury. He advocated changing this regulation so as to allow the secretary of the treasury to issue in place of the notes destroyed, others of exactly of the same denominations.

He said that since the passage of the act of 1888 which authorized the issue of silver certificates of less denominations than \$10, this provision had seemed to him "a very curious and unnecessary thing." It was the policy of the government, he said, to prevent the issue and circulation of silver certificates of small denominations. If we could convert the small United States notes and other notes received at the treasury into large United States notes they could occupy the whole field and keep silver certificates out; whereas, if we have a million dollars United States notes of small denominations, by converting them into large notes we can put a trillion dollars of small silver certificates in their place.

At present we are receiving about 40 per cent. per revenues in New York city in silver certificates, although this currency constitutes less than one-fifth of the entire currency outstanding at times as high as 89 per cent. of the revenues have been received in silver certificates.

The change proposed by Secretary Carlisle will give him authority to issue small denomination notes which will give a greater amount of currency to the people.

## SENATE GETS IN A WRANGLE

A LIVELY DEBATE TOOK PLACE ON  
THE HAWAIIAN QUESTION.

Senator Gray Delivers an Address—He Upholds the President, Quotes From the Report of Admiral Walker in Which He Tractions That Officer.

Washington, Jan. 21.—At 1:35 o'clock the senate took up the resolution offered Saturday by Mr. Frye, rep. of Maine declaring the profound regret with which the senate learned of the attempt to restore the deposed queen to power in the Hawaiian Islands.

Mr. Gray, dem. of Delaware, spoke against its adoption and defended the president from the criticisms of Mr. Lodge in his speech of Saturday.

The Hawaiian matter was discussed until 2 o'clock, when the Nicaragua canal bill came up as the unfinished business. Mr. Frye asked unanimous consent to have the Nicaragua bill laid aside informally so as to proceed with the Hawaiian resolution. Mr. Morgan, dem. of Alabama, in charge of the Nicaragua bill, objected to that course, and then Mr. Frye gave notice that he would move to take up the Hawaiian resolution during the morning hour and would try to have it adopted.

Mr. Mills, dem. of Texas, notified him that it could not be adopted without full debate. A suggestion was made by Mr. Chandler, rep. of New Hampshire, that Mr. Frye ask unanimous consent to have the house resolution retain its place on the table.

Mr. Frye's response to that was: "We are strong enough to take it up, and I would rather illustrate our strength by a vote on the motion to take it up." The Nicaragua canal bill was temporarily laid aside and the conference report on the urgent deficiency bill was taken up.

Mr. Catchings, dem. of Mississippi presented a resolution providing for votes, after two hours' debate, on bills providing for public buildings at Boston, Mass., and other cities. Tellers were appointed on the adoption of the resolution.

The resolution was adopted, 178 to 6, and the bill for building at Chicago was taken up.

Mr. Gray said: "I maintain that the attitude of the administration has been in exact accordance with precedents that have obtained for one hundred years. The president has steadily aimed to suppress much clamor, detraction and unjust criticism, to maintain the honor and fame of the country over which he has been called to preside. For him to have done otherwise, to have done what the senator from Massachusetts suggests, to have shown himself swift to interfere, swift to display the military power of this great republic, whether a ripple occurred on the surface of those small islands, would have been to degrade his high office and betray his trust."

Talking of the newspaper reports of the recent affair in Honolulu, Mr. Gray remarked that more space had been given to it than had been given to the hundred fold more serious matter of the railroad troubles in Brooklyn.

Mr. Gray quoted from the report of Admiral Walker in order to establish the fact that it was not deemed necessary to keep an American ship of war at Honolulu and much time was consumed by Mr. Gray and other senators in quoting extracts on both sides of that question. Mr. Gray referred to the expression of gratification by President Dole that there had been no naval ship in the port of Honolulu during the recent disturbance, and he spoke of the United States as "a swift witness on the side of the oligarchy that now holds sway in the island in the name of a republic."

Mr. Frye, rep. of Maine, said: "We have no right to send an American vessel into these waters to keep President Dole or his republic in power. But there are American citizens there with lives and property, and it is for them that we go. We do not need protection of American vessels, and if they do (utterly regardless of the public thereto) it is the duty of the president of the United States to send American vessels there."

Mr. Gray.—The judgment of this great admiral has been invoked by the senator from Massachusetts to override the judgment of the chief executive of the United States in one breath, and yet in the next breath we have the opinion of that same authority that he would not hesitate to leave those islands entirely alone.

Mr. Lodge.—What Admiral Walker objected to was going away and leaving the British ship Hyacinth and the Japanese ship Esmeralda there.

Mr. Gray.—If the admiral thought that the British government would keep them there his information was incorrect, for shortly after that the Hyacinth went away.

Mr. Lodge.—The Esmeralda is there representing the Japanese and the senator from Delaware ought to know that the Japanese population in the islands is a dangerous one.

Mr. Gray.—The Esmeralda is there in the process of a change of flag from the Chilean to the Japanese, and not in the ordinary duty of a cruiser. But if it is Japan and not Great Britain that we are afraid of, let us say that. I know that those senators who are planning a scheme of annexation are in great trouble because the British government cannot be excited to take a hand and justify all these apprehensions. The British government is quite willing that we should take these islands if we want them and make them entrepôts for the commerce of the world, and so far as I am concerned I am quite willing that Great Britain should do that office for the rest of the world.

Mr. Gray spoke of the matter as an indication of the desire of Admiral Walker and of the senator from Massachusetts to have the navy increased and to get up a great fleet—utterly inconsistent with the notions of a republican government which we have inherited from our forefathers.

The fortifications appropriation bill

was taken up and passed with senate amendments. The amount of the house bill was \$1,879,057. And the amount of the bill as passed by the senate is \$1,937,557. The senate considered executive business and later adjourned.

## BANKERS' LOAN COMPANY.

New Haven Stockholders Want Receiver Withdrawn.

Circulars have been sent out by the Bankers' Loan and Investment company of New York to the stockholders of the concern revealing some important matters regarding the manner in which the receivers were appointed. The circular states that Vice President Charles R. Hillhouse, who is a New Haven man, is a son of Dr. William Hillhouse, for many years the tax collector of New Haven, applied for the appointment of a receiver without having consulted his fellow members of the board of directors again. The circular is signed by all the directors except Vice President Hillhouse. Accompanying the circular is a petition which is signed by all the large stockholders of New Haven which condemns the action of the vice president, and asking that the company be restored. This has been signed by ex-Lieutenant Governor E. E. Merwin and many others. The reason for Hillhouse's action is, according to the statement of a director, because at their meeting they insisted that he should sever his connection with the company. Secretary C. W. Clark says that the company, if allowed to continue could pay every dollar of its indebtedness.

## TWO MOON ASSOCIATION.

Hold Their First Annual Soiree—The Souvenir Programs.

The first annual soiree and ball of the Two Moon association was held in old Union armory last evening. The hall was handsomely decorated with flags and bunting and presented a most beautiful appearance. The ladies' souvenir program was much admired and was one of the most beautiful ever seen this season. The grand march was led by John Gutt and Miss Pauline Gutt and was followed by the executive committee. Those in charge of the affair were:

Chief director—John Gutt.

Reception committee—John Gutt, Alexander Rogers, C. Kautz, E. D. Snow, Fred Lehr, Charles Zapp.

Floor manager—William Harrison.

Assistants—A. Smith, J. Johnson, G. Platt, William Colbert.

Arrangement committee—J. Johnson, William Harrison, L. Kautz, G. Platt, A. Moore.

## ODD FELLOWS JEWEL.

Members Who Are Entitled to This Notable Honor.

Horace Leonard of this city will be presented on January 31 with an honorable veteran's jewel by the Middle-town lodge of Odd Fellows, of which he is a member. Jewels of this kind are made by the Sovereign grand lodge, and can only be obtained through the grand secretary of the state, to whom the lodge desiring to confer the honor first furnishes a certificate showing that the member in question has been a member of one lodge fifty years and is entitled to the jewel. Odd Fellows of New Haven who have been Odd Fellows fifty years or over are Thomas C. Hollis, who joined April 15, 1841; Henry H. Foote, October, 1839, and Robert Sizer, in 1841.

## THE ROVER RECEPTION.

At Warner Hall—New Improvements at Warner Hall.

The arrangements for the reception of the Rovers' Wheel club in Warner hall this evening have been completed. The affair this year is entirely informal, the idea being to have an enjoyable reception rather than a formal dance.

Warner hall building has been further improved by its enterprising owner, Mr. Henry A. Warner. Mr. Warner has just had the large hallways, the ante-rooms and the large dining room handsomely redecorated. The effect is fine. He has also just had an electric clock put in front next to the hall entrance. It reveals the time to all passers-by on the walk or street. The city has also ordered a new crosswalk directly in front of Warner hall to the Vanderbilt hall side. This will be, when laid, a great convenience to the Yale students and also will make another stopping place for the street cars, where cars can wait nights for the audiences which come out of the Hyperion and Warner hall.

## WAS KNOWN BY GENERAL KELLOGG.

Charles L. Carter Who Was Killed in the Loyalist Uprising.

Waterbury, Jan. 21.—At Washington in February, 1883, General S. W. Kellogg of this city had a pleasant hour's interview with Charles L. Carter, who was killed the other day in the loyalist uprising in Hawaii. Mr. Carter was at that time a member of the annexation commission. General Kellogg describes him as a man of particularly interesting and able parts, and says that he was a very strong and ardent American. He was a friend of the Rev. Dr. E. G. Beckwith, formerly of Waterbury. He was also a brother of George R. Carter, who graduated from Yale in 1858 and who was a well known athlete. William B. Castle, who was one of the other annexation envoys, is a next-door neighbor to Dr. Beckwith and is the son of Samuel N. Castle of Honolulu, who was born in Woodbury, in Litchfield county.

## Middletown's City Election.

Middletown, Jan. 21.—The annual election of city officers was held in this city to-day. The republicans elected three councilmen and two aldermen, city collector and two members of the board of assessors. The democrats elected Joseph P. Stow for city clerk. There was a light vote polled and little interest manifested in the election during the day. The republicans have a majority in the common council.

## Debts Will Be Released.

Washington, Jan. 21.—Eugene V. Debs et al, now in jail at Woodstock, Ill., under judgment of the circuit court for the northern district of Illinois, for contempt of court, will be admitted to bail in the sum of \$2,000 each, conditioned on abiding by the further orders of the supreme court pending a decision of the court upon the application for their release on a writ of habeas corpus. The lease on a writ of habeas corpus, by order of the court, was announced by Chief Justice Fuller, who said it had been approved by the majority of the court, without naming the dissenting judge.

## IN A REAR END COLLISION

A SERIOUS ACCIDENT OCCURRED ON  
THE BROOKLYN BRIDGE.

Two Cars Were Badly Damaged and One Man and Two Women Were Injured—It Was Due to the Mistake of An Operator—Accidents Caused a Blockade.

New York, Jan. 21.—A rear-end collision occurred this evening on the Brooklyn bridge, 200 yards west of the block signal on the Brooklyn side. Two cars were badly damaged. Edward D. Haight, aged sixty-six, had his leg fractured and two women had their faces and hands cut by glass.

The accident was due indirectly to another which occurred a few minutes before on the New York side, in which a car was derailed, stopping traffic from Brooklyn. When the train dispatcher in the tower at the Brooklyn end heard of the New York accident he began shunting cars into the sheds east of the depot, to get them out of the way. A train of five cars, with Conductor Lehman in charge, was passing the block signal near the Brooklyn entrance to the trestle on its way to the Brooklyn depot.

The conductor was signalled to stop and the train came to a standstill. The object was to hold Lehman's train until the dispatcher could clear the track of the cars. Another train following Lehman's from New York, with Conductor Hewitt in charge, crashed into the rear end of Lehman's train. There was a fog and a cloud of steam from an elevated engine below the bridge floated up through the trestle in front of Hewitt's train. This hid the train in front from view.

The rear platform of the last car in Lehman's train, the windows, roof and fender work were smashed into kindling wood. Hewitt stood on the platform of the front car, but escaped serious injury, although his car had its platform smashed and its front windows broken. Both trains were crowded, and the smother of the collision threw down many passengers. Women screamed and fainted, and there was for a time a veritable reign of terror on the two trains.

The accidents caused the most stupendous blockade that has ever occurred on the big bridge. In addition to the usual rush at that time of the day crowds of people who generally patronize the ferries had flocked to the bridge, owing to the irregular running of the boats on account of the fog. For more than an hour and a half the traffic on both of the tracks was at a standstill, and the big promenade on the bridge was fairly jammed with people. Some had even to walk on the rails, while others chose to trudge over on the wagon roads.

## LOCAL NEWS JOTTINGS.

At the meeting of the Brith Abraham lodge, O. B. A., in the "Courier" building Sunday evening the following officers were installed for the ensuing year: President, Marks Jacobs; vice president, A. Harris; secretary, M. Mendelsohn; financial secretary, John Greenspan; treasurer, A. Nettel; trustees, Messrs. Bonoff and Shomberg; outside tyler, S. Melton.

Rev. Joseph McManus of the Cathedral, New York, will lecture under the auspices of the Alfred Catholic Reading circle at Veru hall to-morrow evening at 8 o'clock. His topic is: "The Modern Novel: Its Uses and Usurpations." An excellent address may be expected.

## Larchmont Station Robbed.

Larchmont, N. Y., Jan. 21.—The ticket office of the Consolidated road here was entered by burglars early this morning and robbed of \$87.20 in cash. The safe was blown open with dynamite and the interior of the office badly damaged. The burglars also broke into the post office and general store of Postmaster James and carried off \$150 worth of cigars after failing to get into the safe.

## Harmony Council.

The annual installation of Harmony council, No. 8, R. and S. M., was held last night, the officers being installed by E. L. Cobb, and as follows: I. master, W. L. Mix; deputy I. master, R. E. Brelby, Jr.; I. Comp. Prin. Cond., A. R. Speis; treasurer, H. Sperry; F. Root; recorder, Henry R. Sperry; captain of guard, Joseph Kegelmeyer; Boductor, H. H. Gladding; steward, James W. Sweet; organist, Max L. Osterweis; sentinel, John McCarthy.

## Died at the Hospital.